

PENN CENTRAL

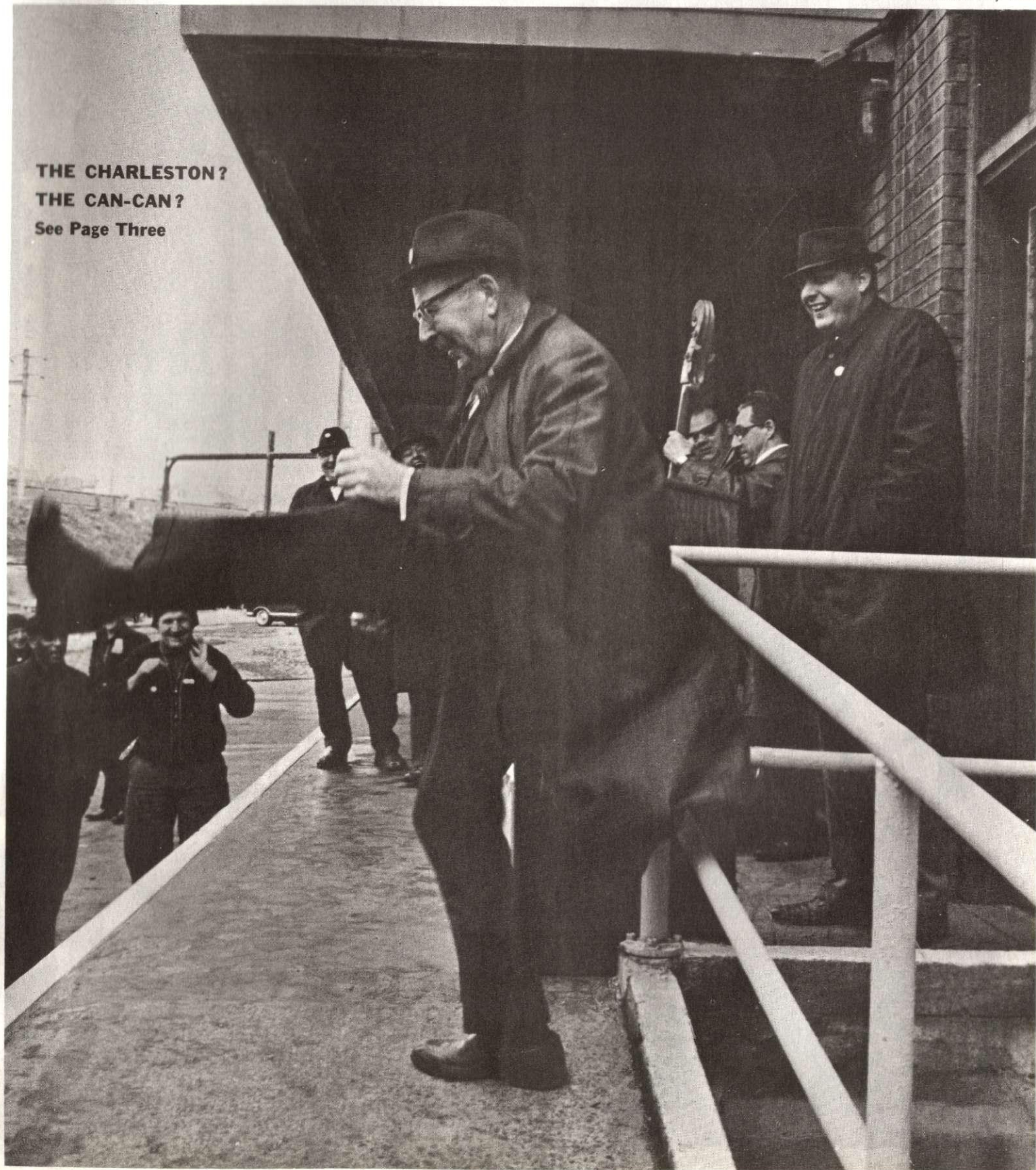


POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

APRIL 15, 1968

**THE CHARLESTON?
THE CAN-CAN?**
See Page Three



They're brightening up the Empire Trains

Joe Domogalik, Jr., is a Penn Central painter who works about 350 miles from New York State.

But Joe has a hand in determining the success of the Empire Service, which the Penn Central is providing for New York passengers.

Electrician Gilbert E. Russell is involved, too. So is Sheet Metal Worker Wesley J. McLaurin. And so are scores of other employees who work in the former New York Central—now Penn Central—car shop at Beech Grove, Indiana.

"We're fixing up the passenger cars so people will enjoy riding them," Joe Domogalik explains.

"The Railroad will have a better chance of attracting passengers to this service if the equipment is bright and attractive.

"That's our part of the job."



They're fixing up coaches right down to the seat frames. General Foreman G. W. Sullas at Root Street Shop, Chicago, checks work of (foreground) Alfred Jones, Peter Waskiewicz and Joseph Pfeffer.



Installing snack bar at Beech Grove, Ind.: W. J. McLaurin, sheet metal worker; W. E. Lashley, car repairman; Gilbert E. Russell and Topperwein Brickert, electricians.

Empire Service was started by the New York Central last December and is being continued by the Penn Central. The service is an experiment. Its aim is to find out whether trains running on new, convenient schedules will lure travelers in New York State away from airlines and private automobiles.

Eight trains run daily from New York City to Albany, one departing every two hours between 8:30 A.M. and 10:30 P.M. Seven other trains depart every two hours southbound from Albany to New York City, between 7:30 A.M. and 7:30 P.M., and an eighth at 4:30 A.M.

Five of the runs in each direction also go between Albany and Buffalo. And two of the trains include sleeping car service between Buffalo and Chicago.

Penn Central ads in New York State newspapers have called the public's attention to the convenient schedules and the advantages of a service that runs in weather that would ground airplanes. The motorist is reminded of the pleasures of relaxing instead of battling thruway traffic.

The Empire equipment includes eight buffet bar cars, providing over-the-counter food and drinks.

"People will want fast, convenient meal service, and they'll get it," said Sheet Metal Worker Wesley McLaurin, who helped install the bar equipment at the Beech Grove shop.

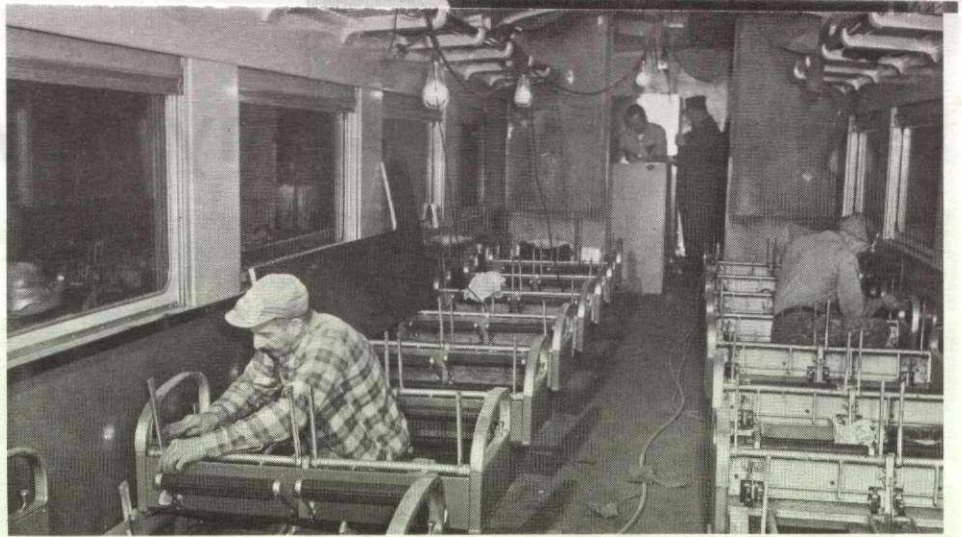
Topperwein Brickert, an electrician, said, "We've put heating and refrigeration units into these buffet bar cars, and they're compact and handy to operate."

His fellow electrician, Gilbert E. Russell, said he expects passengers to respond favorably to the refurbished cars and the meal service.

At another former New York Central shop—Root Street, Chicago—Penn Central men have been putting new covers on the coach seats for Empire Service.

"I think they look very good," said Peter Maltese, tacking down a seat cover. "The bright color helps make a pleasant atmosphere for passengers."

Louis J. Hencsel, an upholsterer gang leader with 42 years' service on the New York Central, added: "The seats are very comfortable to sit on. We did a sturdy job on them. They'll last a long time."



Refurbishing coach at Beech Grove, Ind.: In foreground, Painters Richard D. Matzke and Joe Domogalik, Jr. Rear: Car Repairman Lashley, Electrician Topperwein Brickert.



At Root Street Shop, Gang Leader L. J. Hencsel supervises seat renovation by Upholsterers H. M. Uppadine, Barney Stettner, Peter Maltese, L. T. Raczynski, S. Sobocinski.



Refinished coach for Empire Service is given a final inspection at Chicago by General Foreman G. W. Sullas (since transferred to New York) and Supervisor Herman Fassl.

"I want my hat..."

John Kline is a member of the Armadillo Club.

This is an exclusive club. To get in, there are two requirements: First, you have to get conked on the head. Second, you have to be wearing a safety hat at the time.

Mr. Kline made the grade one day recently at the Lukens Steel Company plant in Coatesville, Pa.

A Penn Central car inspector, Mr. Kline was visiting the plant to measure an excessive dimension load. He had just finished adjusting his leveling board when he was hit by a 150-pound "plate dog."

This heavy metal device, used to adjust the load, glanced off his hard hat and fell across his back. It had been accidentally pushed off the car by a nearby crane.

"I was knocked out for a few minutes," Mr. Kline recalls, "but it would have been a lot more serious if I hadn't been wearing my hard hat. The Railroad gave me the hat and also my safety glasses. I always

wear both."

Mr. Kline missed several days' work after the mishap, but that was because of bruises to his back.

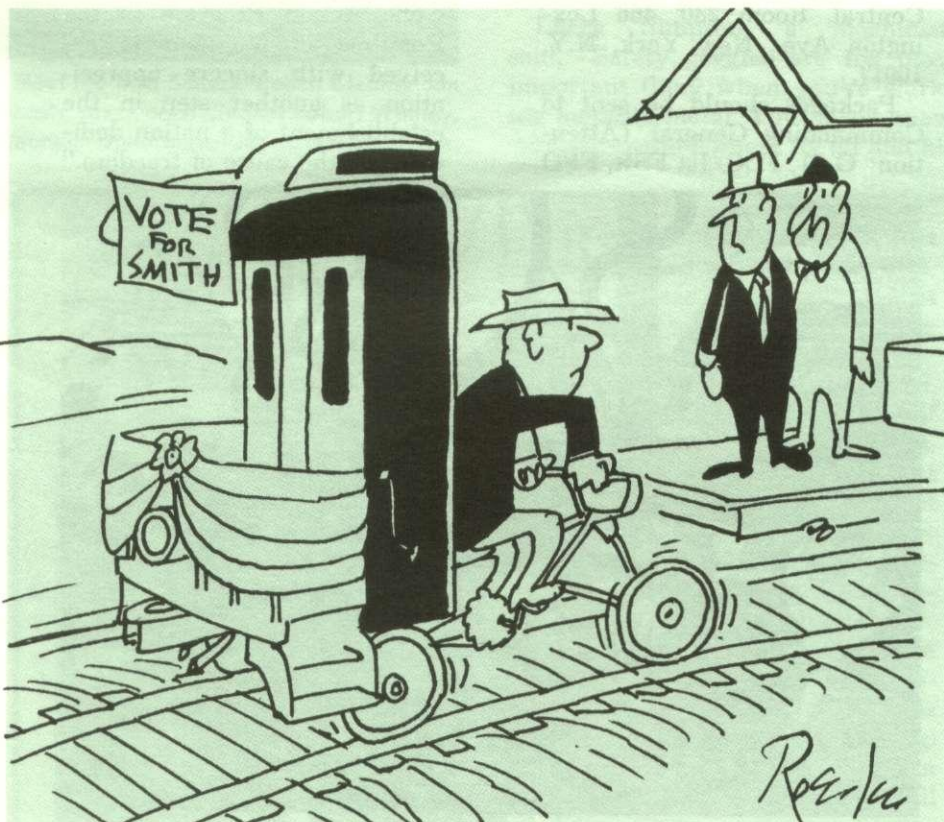
When he returned to work, the men at the Lukens plant made him a member of their Armadillo Club. He was the first railroader so honored at the plant.

He was presented with a lapel pin, a gold-plated Armadillo, and an Armadillo decal for his hard hat. His membership papers include a citation for avoiding serious injury by observing sensible safety precautions.

Mr. Kline is still wearing the same hat. It wasn't broken or dented.

"I wouldn't give it up for anything," he said. "When I came to after the accident, the first thing I asked for was my hat."

"The men kidded me about that, but I had them put it on the stretcher with me when I was carried out. I wouldn't be without it."



"I understand he has a very low campaign budget."

They're in the Army now

Eleven surplus Penn Central sleeping cars have been drafted into the Army.

For a long time, the cars had been classified 4-F. Now a complete reconditioning job at the Passenger Car Shop in Altoona, Pa., is changing them to 1-A.

They're due to serve in Army hospital trains.

"We're going over these cars from top to bottom," explained Painter Ernest Grimminger. "It's not just a new paint job—it's everything."

Car Builder Frank DiFolco was repairing the end of one of the cars. "We're cutting out all rusted and corroded spots and flush welding new plates for a smooth finish," he said.

Pipefitter Joseph "Snowball" Fiocchetta was reconditioning the car's air brakes. "They practically get a new system by the time we're finished," he explained.

The beds in the cars are being

checked for smooth lowering and raising. All systems of the cars, such as electrical, steam and air conditioning, are being checked on the test track.

Then the Tuscan red paint of the former PRR is covered with a shiny coat of olive green, the traditional color for U.S. Army vehicles. The roof is painted silver and a giant red cross is stenciled on.

Finally the trucks are removed and are completely inspected. Any worn or broken parts are repaired.

The sleeping cars are then given their "induction" inspection by Edward Hess, representative of the Army contracting officer.

"They're old, but ideal for our service," he says. "The Railroad is putting them in first-class working order."

"They won't be on as rigorous a schedule for us as they were for the Railroad, so they'll last a long, long time. You could consider them brand new for our service."

The cars are being assigned to the office of the Surgeon General. They will be put into ten Army hospital trains, to be used as sleeping quarters by medical personnel.

These trains are being held in military bases on 24-hour call all year round, for use in event of national emergency. Each train is made up of a baggage car, six hospital unit cars, a kitchen car and a sleeping car.

"The trains can be put into service in about the length of time it takes to get the railroad crews," Mr. Hess explains. "As an example of their use, four were moved into Florida during the Cuban missile crisis in 1962."

The trains can be operated as complete units by crews from the nearest railroad or can move out in sections, attached to passenger trains.

So it's a brand new career for the sleeping cars that once served on plush passenger trains. They're all GI now.



Painter Ernest Grimminger puts Army identification decal on renovated sleeping car.



Reconditioned truck is spotted by Car Builder A. Johnson and F. Gunsallus, derrick hooker.



Army Inspector Edward Hess and R. Schall, ass't foreman, inspect bunks in sleeper.



Car Builder John Turcovski and helpers fix shock absorber on U.S. Army sleeping car.



Painter G.H. Lechner puts finishing touch to reconditioned U.S. Army sleeping car.



Car Builder Frank DiFolco replaces plate on sleeping car destined for Army service.

Help for children of Vietnam

To her son in Vietnam, a woman who works on the Penn Central wrote:

"Is there anything I can send you?"

Her son wrote back:

"Thanks, but I don't need anything. The Vietnamese people, on the other hand, need much. Things that you use daily are unthinkable luxuries for them."

Captain Paul R. Caldwell, a civil affairs officer in the Marine Corps, listed medical supplies, clothing and toys as most needed.

So his mother, Mrs. Mildred Caldwell, a clerk with 15 years' service on the New York Central, organized a collection.

Employees in the capital expenditures division of the Penn Central Comptroller's Office at New York chipped in enough money to buy 30 pounds of bandages.

This has been delivered to Hoa Khanh Children's Hospital, on the outskirts of Danang in South Vietnam. There are about 200 children there, suffering from injuries or disease.

The hospital is supported entirely by contributions of Marines, Seabees and interested civilians.



Clerk Mildred Caldwell displays the testimonial from the Marines.

The letter from her son, which Mrs. Caldwell circulated among fellow employees, said:

"The Viet Cong have some die-hard supporters, but for the most part this area is securely pro-government, pro-American. The V.C. are afraid of what we are doing over here and will stop us any way they can—including the killing and maiming of innocent people. When the Viet Cong rule, it is by fear and terror—not 'love' and 'flowers.'"

Captain Caldwell asked for new or used clothing for dis-

tribution to children and adults. He mentioned plain colored pajamas for men; simple long-sleeve blouses, without designs, for women; any type of light clothing for children. He also suggested unbreakable plastic toys and squeeze dolls and animals.

Mrs. Caldwell said money gifts may be mailed to her at the Comptroller's Office, Penn Central, Room 230, 466 Lexington Ave., New York, N.Y. 10017.

Packages should be sent to Commanding General (Attention: G-5), FLC/1st FSR, FPO

San Francisco, Calif. 96602.

The generosity of Mrs. Caldwell and her fellow employees brought a letter of thanks from Brigadier General Harry C. Olson, of the Force Logistic Command in Vietnam. He also sent a Certificate of Appreciation to the Penn Central people. It said:

"Your contribution to the United States Marine Corps Civic Action Program in the Republic of Vietnam is received with sincere appreciation as another step in the establishment of a nation dedicated to the cause of freedom."



Penn Central people aided these children. Man at right is Capt. Caldwell.



Why McMurrrough did an Irish jig

John McMurrrough couldn't restrain himself.

When the Irish Setters, a 3-piece combo of Penn Central employees,



Car Repairman John Herman hands out buttons that brag about the safety record. At his left is Repairman Vince Carchidi.



Meet the Irish Setters: Coach Cleaner Jim Louis, sax; Coach Cleaner Robert Whitley, banjo; Upholsterer Jim Gambale, bass.

gave out with a toe-tickling Irish jig, Mr. McMurrrough gave a high-stepping response.

It was all in the spirit of the occasion.

The employees at Penn Coach Yard in Philadelphia were celebrating a record of 1,000,000 man-hours of work without a single reportable injury.

(An injury is reportable if it disables an employee from performing his regular duties for as much as 24 hours.)

"A gr-r-reat r-r-record," said Mr. McMurrrough, passenger car foreman, who came to America from Dublin, Ireland, 39 years ago, and has never quite learned to control his r's.

He treated the maintenance-of-equipment employees of Penn Coach Yard, 30th Street Station and Penn Center Station, Philadelphia, to a coffee-and-cake shindig. A new flag in Penn Central green was sewn for the occasion and raised atop a flagpost to proclaim the safety record.

Mr. McMurrrough said the achievement was the result of good employee-management relations and enthusiastic cooperation among the car repairmen, car inspectors, electricians, pipefitters, machinists, upholsterers, coach cleaners and others who keep the commuter car fleet going.

These employees have a respectful knowledge of the little brown book of safety rules, he said.

Car Repairman Dominic L. Massaro pointed out that his gang holds a brief safety session every day before work starts, and each time a man, chosen in rotation, reads out a safety rule. This is discussed to make sure everybody knows how the rule applies to his particular job.

Larry Simpson, a machinist, said, "Safety goggles are the most important thing when you're working metal-to-metal. You never know when something might fly off and hit

you in the eye. Goggles could save your sight."

Albert S. Yonan said that as an electrician, he has to be alert to the special hazards of electric current.

"I always disconnect the power source before working on an electrical circuit," he said. "It's unthinkable not to. And in handling any kind of wire, I wear gloves to keep from getting cut or bruised."

Car Repairman Massaro said he puts special emphasis on properly placing wooden blocks when using a jack to lift a car.

"You've also got to be sure the jack gets periodic inspection," he added. "You can't be too careful—not when your life is involved."

Walter A. Thomas, Jr., a gang foreman, stressed that when men work on track, they make sure to put up blue warning flags and see to it that the switches are blocked to prevent an unexpected movement of the cars.

"Talk to any of my men—they'll tell you the precautions they take in

their jobs and how proud they are to have a shop with no accidents," he said.

"Keeping the place clean is very important," contributed Laborer Walter H. Bowers.

"As long as you pick up after yourself, there won't be anything to trip on. Also, keep your clothes clean and free of grease, especially if you work with fuels.

"I ought to know. A man who has worked 47 years without an accident has to be doing something right."

Having reached 1,000,000 man-hours without a reportable accident, Mr. McMurrrough's people have naturally set their sights on 2,000,000 man-hours.

"We feel we can make it," said Walter McFadden, assistant foreman.

"You see, there's no daydreaming here—if something is a hazard, it's corrected on the spot whenever possible.

"You can't take chances with your life or your fellow workers'.

"And we don't."



Carman Joe Bosselli and Assistant Foreman Joe Burns help Mr. McMurrrough raise the flag.

Retired . . . Who, Me?



Retirement appears to be just a word to Herbert C. Mix, Sr., former block operator at Port Allegany, Pa., on the Northern Division.

Since leaving the Railroad, Mr. Mix has devoted himself full time to being mayor in Mt. Jewett, Pa.; Grand High Priest of the Grand Encampment of Pennsylvania, Independent Order of Odd Fellows; and governor of District 14F, Lions International.

Because of this last post he also is a member of the Pennsylvania Council of Lions Clubs. The council is made up of the 16 district governors in the state and sets policy for all Lions Clubs.

He'll travel about 54,000 miles as governor of the seven-county district in the northwestern section of the state and as council member for the Lions and Grand High Priest for the IOOF.

He expects that latter post to give way to that of Grand Patriarch, the highest office of the order in Pennsylvania. That term should start in October, 1968, and continue one year.

Mt. Jewett is Mr. Mix's home town. He has been active there in local government for 25 years—first as a councilman and then as council chairman, a post to which his fellow councilmen elected him for eight consecutive two-year terms.

"I don't know if I'll run again when my term expires," he said. "But I'll be around some place. I enjoy serving people and feel that those who don't help others are missing something."

He explained that after his offices run out, he and his wife, Esther, would do some personal traveling, and visit their sons, grandchildren and great grandchildren more often.

Mr. Mix worked with the Railroad 44 years. He spent over 24 years as a block operator at Port Allegany.

"I enjoyed my time on the Railroad," he said. "It was a wonderful experience. But I'm enjoying retirement, too."

When the job is a tough one CALL US . . . PENN CENTRAL



A. L. Rineman, Penn Central car inspector, measures load to make sure of clearance.



Car Inspector F. H. Hockenbury puts oil in the journal box of a heavy-duty car.

It was due to move only 2½ miles on the Penn Central, but it was one whale of a load.

It was 190 feet, 2 and ¾ inches long; 13 feet, 10 inches wide; and 17 feet, 9 inches high.

"Biggest thing we've ever moved around here," was the awed comment of Yardmaster Walter Chmiola at Buttonwood Yard, Wilkes-Barre, Pa.

Actually, it was precisely 7 and 5/8 inches short of matching the longest single load ever hauled on the PRR or the Central—a Bethlehem Steel girder that was shipped in 1960.

This new load was a heat-exchanger, used in oil refining. It was built at Air Products and Chemical Company, at Wilkes-Barre. Penn Central people gave it super-careful handling over the route to the interchange point where the Lehigh Valley Railroad took over.

The shipment's ultimate destination was an Esso Standard refinery in Libya, North Africa.

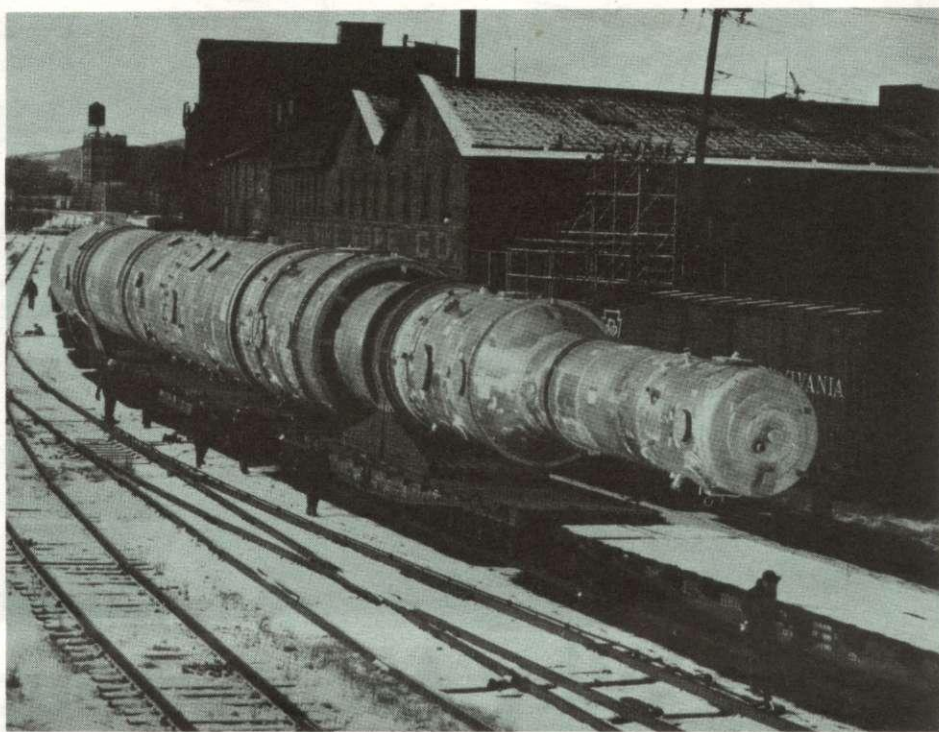
The load was cradled on three flatcars and overhung an idler car on either end—five cars in all.

Engineman William Paige's orders were precise: Speed not to exceed five miles per hour.

To make sure nothing happened to this extremely valuable shipment, six officials walked ahead



Conductor W. G. Nelson and Brakeman R. G. Kline get set to move the load out.



Railroad officials walked the load the whole 2½-mile trip to take care of any difficulty.

of and beside the train all the way to the interchange. Ready to take care of any emergency or unforeseen problem were R. J. Rushmore, acting trainmaster; R. F. Piontek, motive power foreman; D. R. Wolfe, district engineer; R. J. Wagner, sales representative; R. L. Milhollen, freight agent; and E. O. McGuire, supervisor of loading service.

Nothing unexpected occurred. One clearance problem was a flasher signal pole at a highway crossing. The

load would have bumped against it. Signal Maintainer L. T. Faust removed the signal pole just before the special train arrived, then put it back when the train passed.

"It's the widest thing that ever came through here," said Mr. Faust.

After safe delivery to the Lehigh Valley, Penn Central people congratulated each other.

They looked forward to handling five similar loads scheduled to be shipped by the same manufacturer.



Signal Maintainer L. T. Faust had to take out a flasher signal to make more room.



After the load went through, without any trouble, Mr. Faust put the signal back in.

First aid . . . fast!

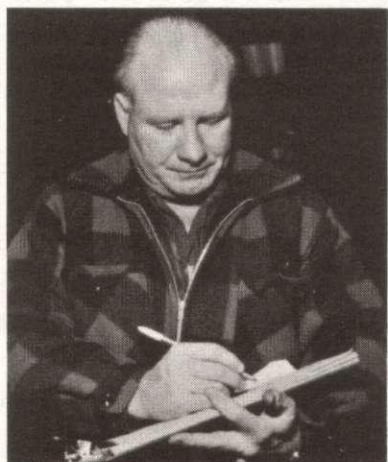
Mariano Bonasera is doing fine now. After an apparent heart attack, this New York Region brakeman is rapidly recovering.

A lot of the credit goes to fellow employees at Sunnyside Yard, the big passenger-train terminal on Long Island, across the river from Manhattan.

It happened on a cold, snowy night. Conductor Bonasera, who works on a yard shifter, suddenly collapsed with heart

pains.

Harry Walker, baggage foreman, immediately began giving supportive first aid. Conductor Fred Doerge phoned the trainmaster to send for an ambulance. The shifter crew put Mr. Bonasera aboard the engine and carried him to the yard office.



Harry Walker, baggage foreman, was quick to give supportive first aid.



Electrician Foreman F. Szambel's station wagon served as ambulance.

Frank Szambel, electrician foreman, stood by with his station wagon. And when it became evident that the ambulance couldn't make it to the yard because of slippery roads, Foreman Szambel drove Mr. Bonasera to the hospital, where he was immediately put in the intensive care unit.

The prompt, intelligent action helped Mr. Bonasera improve rapidly, and soon he was discharged for at-home convalescence.

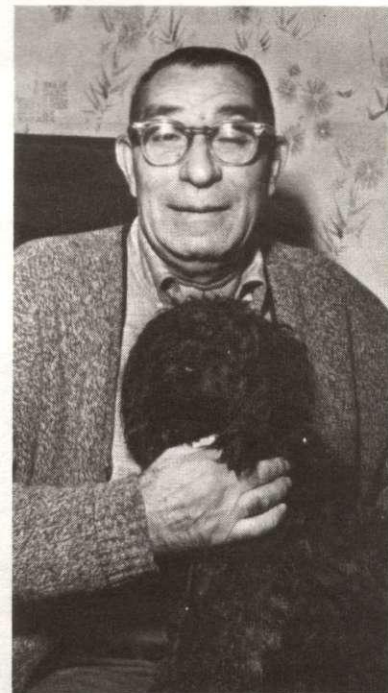
"Seems as if practically everybody in the yard is first-aid conscious," said Frank L. Paulin, Sunnyside trainmaster. "There's a lot of interest in this subject and an awareness that the right thing, done at the right time, can save pain and disability—even save a life."

Frank W. Frandsen, chairman of the Sunnyside Yard District Safety Committee, recalled the time two women car cleaners were overcome by smoke in a dining car.

"Several men ran in and carried the women outside, while others gave first aid," Mr. Frandsen said. "This quick action enabled the women to return to work that same day."

Edward D. Laird, master mechanic, is encouraging the safety committee to obtain first-aid equipment, Mr. Frandsen added.

"He wants us to develop our knowledge and skill to a point where we're ready for any emergency," Mr. Frandsen said. "And that's our goal."



Recuperating at home, here is Mariano Bonasera with the family pet.

OPEN LINE

REPORTS FROM ALL OVER

The merger at Jeffersonville—Former New York Central people and former PRR people are working together now at Jeffersonville, Ind.

Freight operations in the area have been consolidated at the former PRR yard, which has a capacity of 1000 freight cars. The smaller NYC yard, with a 400 car capacity, will be maintained primarily to serve local industry. This yard will also continue to be the Flex-Flo Terminal, equipped to transfer bulk commodities from railroad cars to trucks.

Another NYC operation, involving Flexi-Van containers moving on flatcars, will be transferred to the PRR yard and consolidated with the TrucTrain terminal, which handles wheeled trailers on flatcars.

The old Louisville and Jeffersonville railroad bridge, formerly used by the Central, won't be used any more. All train movements will be shifted to the PRR bridge spanning the Ohio River between Louisville, Kentucky, and Clarksville, Ohio.

The yard consolidation, said Alfred E. Perlman, Penn Central president, will result in more efficient interchange of freight traffic between Penn Central and other rail lines serving the area.

Passenger trains will continue to use the Union Station in Louisville.

More cars on the way—Penn Central has announced an order for 2750 new heavy-duty gondola cars, the first major acquisition of equipment since the merger.

"All the cars are to be built at our modern Samuel Rea Shop in Hollidaysburg, Pa., the largest railroad car-building shop in the world," said Penn Central President Alfred E. Perlman.

In the order are 2150 gondolas of 100-ton capacity and 52-foot length, and 600 of 70-ton capacity and 65-foot length for hauling extra-long steel beams and manufactured articles.

Deliveries have already begun and will be completed in July.

"This fleet of new cars, which would make a train more than 30 miles long, is a major step in our program to provide the most modern transportation service for our customers throughout the area we serve," Mr. Perlman said.

Why railroads seek rate boost—In evidence filed with the Interstate Commerce Commission, the railroads of America have stated that they urgently need increases in freight rates to enable them to meet their increased costs.

According to figures from 25 major lines which handle almost 85 percent of all railroad freight traffic, the net railway operating income last year was almost the lowest since the end of World War II. And the estimated figure for 1968, without a new increase in freight rates, would be scarcely higher than in 1967.

Burton N. Behling, the AAR vice president for economics and finance, told the Commission that the railroad industry's net working capital at the end of 1967 was at the lowest level in more than 20 years.

The railroads calculate that in the last half of 1968, their wages and fringe benefits and other costs of operation will show an increase, on an annual basis, of \$445,000,000, Mr. Behling reported.

Bridge safety—Every bridge on every major railroad in the United States gets a complete inspection at least once a year.

That was reported by railroad experts last month to the White House Task Force on Bridge Safety, appointed by President Johnson following the collapse of an Ohio highway bridge.

Railroad safety practices were reviewed by a Railroad Bridge Safety Committee, consisting of 11 experts, including the Penn Central's John F. Piper.

The Railroad is fined—A \$1500 penalty was assessed against Penn Central by the New York State Commissioner of Health, because oil from railroad operations was alleged to be seeping into Buffalo Creek.

The hearing officer, Earl W. Murray, said there were mitigating circumstances, in that Penn Central had made "attempts to reduce its oil discharge."

The Railroad was given until May 15 to complete measures for halting oil seepage.



Flexi-Van champs—Men of the former Northern District of the New York Central, now the Penn Central, were awarded a trophy for the highest percentage increase in Flexi-Van loading during the past year.

Flexi-Van is a system for hauling freight in metal containers that can ride on railroad cars or on flat-bed highway trucks.

Shown left to right are: Allan Pronishen, assistant manager; F. C. Duke, a district freight salesman at Kalamazoo, Mich., the "salesman of the year"; William Mollard, assistant manager; Walter Pronyk, manager, New York Central Transport Company; D. L. Werby, director; Arlen Finfrock, manager; and G. M. Casady, assistant vice president.

Higher pension benefits—Almost all persons on the Railroad Retirement pension rolls are due to receive bigger checks, under legislation recently signed into law by President Lyndon B. Johnson.

The increases will range from \$10 to \$21 for retired employees, and from \$5 to \$17 for wives and survivors. The higher payments showed up on the April 1 checks for many beneficiaries. Those who did not receive the increases were asked to wait until the Railroad Retirement Board finishes the large job of making all the necessary adjustments.

Special: For Citizens of Pennsylvania

Penn Central people who live in Pennsylvania will have an opportunity in the **April 23rd Primary** to vote on changes to modernize their Constitution.

The changes will appear on the voting machine or paper ballot in the form of five Ballot Questions.

These were drawn up by a **Constitutional Convention**, consisting of men and women representing the **Republican and Democratic parties**.

Pennsylvanians are urged to vote YES on the five Ballot Questions.

Here is a summary of what the changes mean:

I. This provides that the State be divided into districts as nearly equal in population as possible, for the election of State Senators and Representatives; and the districts are to be reapportioned in accordance with the census every 10 years.

II. This provides limits on the amount of money the State may borrow, based on its tax revenues, budgeting, financial planning, auditing and related matters. There would be no limit on borrowing to meet natural or man-made disasters.

III. This provides that the money which public util-

ities pay to the State, in the form of gross receipts taxes or other special taxes, should be handed back to local communities. The amount given to each local community should be no less than the amount the community would have collected if it imposed real estate taxes on the property of the public utility.

IV. This provides for home rule for local governments, and sets up regulations for cooperation between local governments, local finance and debt limits, and related matters.

V. This provides for a unified court system, and sets up standards in the selection and activities of justices, judges and justices of the peace, and related matters.

A YES vote marked after each of these five Ballot Questions will enable Pennsylvania to go forward with these changes.

The details of the Questions were worked out and approved by Democratic and Republican representatives.

Now the citizens' votes are needed.

The Primary Election will be held on Tuesday, April 23rd, between 7 A.M. and 8 P.M.



The first issue of the Penn Central Post on March 1 brought many comments, with varying degrees of enthusiasm. "Enjoyed it very much," wrote one reader. "Favorably impressed," wrote a second. "It stinks," wrote a third.

A sampling of other letters appears below:

"Let me congratulate you on your publication. I can assure you that I enjoyed every line, and I can see great progress ahead for the Penn Central, now that they are one big harmonious family."—*Frank Cosentino, Vero Beach, Fla.*

"Appreciate receiving the initial edition of the Penn Central Post. It was great for openers, and I know we can look for expanded coverage of all the interesting things that go to make railroading the most exciting vocation there is. Congratulations for continued success."—*George Coates, Eggertsville, N.Y.*

"I received my Penn Central Post today and want to say I enjoy it very much. I worked at Springfield, Ohio, 18½ yrs. for the Penn RR. I sure do miss the railroad and my friends. I want to wish you all the success in the world. I think this is the greatest thing that ever happened."—*R. J. Bixler, Springfield, Ohio.*

"Like a topnotch public newspaper with current news, keep the Penn Central Post as newsy as the March issue, and you have it made! It's a success already."—*A. Sico, agent's clerk, Federal Street, Pittsburgh, Pa.*

"This new Post magazine we just got is nice—read every word of it, the same as my husband did. We like to keep up with everything, even if we are getting old.

"I want to compliment the Company on the new Railroad. I think it is fine. Of course, we have always thought P.R.R. was fine, as my husband is a retired 30-year car inspector, and we have always been a Company Family. Thanks for sending the Post to us."—*Mrs. W. A. Rauth, Jeffersonville, Ind.*

The Penn Central publishes this tabloid magazine for its employees. Address any communications to Penn Central Post, 6 Penn Center Plaza, Philadelphia, Pennsylvania, 19104.

MANAGER—EMPLOYEE PUBLICATIONS
Joseph Shallit

STAFF WRITERS
Joseph K. Harvey
Mike Avenenti

STAFF PHOTOGRAPHER
Nelson M. Stickler

CONTRIBUTING EDITORS
William E. Baird, Pittsburgh
Joseph R. Ewing, Washington
Kevin H. Hannon, Syracuse
Fred A. Huber, Jr., Detroit
Farwell C. Rhodes, Indianapolis
John E. Salter, New York
Robert W. Schuette, Boston
Harry B. Spurrier, Chicago
Frederic H. Woolfall, Cleveland

Device predicts when train will come

The Penn Central has installed a new type of electronic crossing warning system at Indianapolis, Ind. It will exactly predict the arrival of trains and operate safety gates to avoid unnecessary waiting at the crossing for motorists.

The installation, at the Belmont Avenue crossing of the St. Louis line about two miles west of Union Station, is the first on the Penn Central.

Thomas T. Connelly, the superintendent of the Southwestern Division, said the gates and flasher lights will respond to a new grade crossing predictor, a device that indicates when an approaching train is close enough to present a hazard to motor traffic, no matter what the speed of the train.

"The gates and warning lights will always operate at the same predetermined period of time prior to arrival of the train," he said.

"Thus, the gates will not lower sooner than necessary when a slow train approaches.

"If the train should stop before reaching the crossing, the predictor will discontinue the warning signal so motor traffic can resume. When the train starts to move toward the crossing, the pre-

dictor again computes its speed and triggers the warning lights and gates at an appropriate time before the train arrives.

"The predictor is an electronic device that detects and computes the speed of approaching trains. It instantly determines the time when the flasher lights should start and the gates should lower, and activates them accordingly.

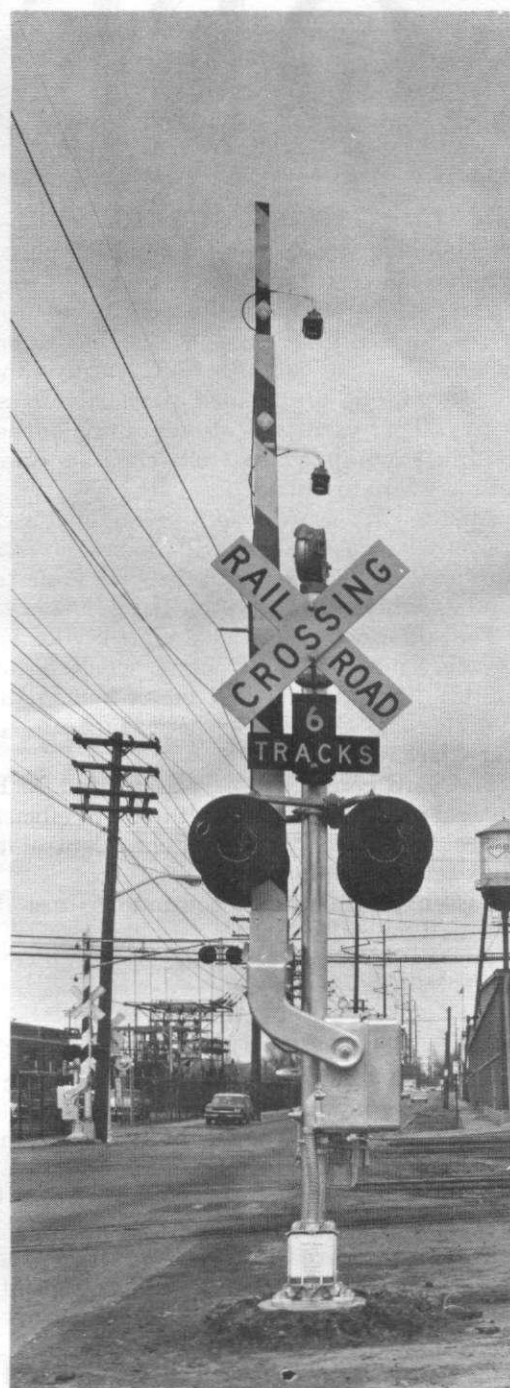
"The speed and position of approaching trains are monitored continuously by audio tones transmitted through the rails."

Belmont Avenue crosses six tracks. Two main line tracks used by passenger and through freight trains and two other tracks used by slow freight trains are all being fitted with the new predictors. The remaining two tracks, leading to a freight yard, will have another new protective device, known as a motion detector, which performs a function similar to that of the predictor.

"The motion detector determines the speed of an approaching slow moving train and will automatically activate the highway warning devices at the proper time," Mr. Connelly explained.



Setting up the "predictor" equipment: W. P. Hutcheson, assistant supervisor, communications and signals; C. W. Nienaber and M. W. Greve, signalmen; B. L. Cassidy, foreman. At right is crossing gate controlled by the equipment.



With 12 of his own, you'd think he'd want to get away from kids

Weekends would be pretty dark for children in the Bridesburg section of Philadelphia if it weren't for Carson Stewart.

A modern-day version of the old lamplighter, he turns on the lights for the youngsters who want to play ball in Bridesburg Park.

City employes aren't available to switch on the lights on Saturday, Sunday and holiday nights. So six years ago, Mr. Stewart took on the responsibility.

"I turn on the lights, then check back later to see that the kids are behaving, and turn the lights off when play time is over," explained Mr. Stewart, a brawny Penn Central locomotive fireman with 31 years on the PRR.

One day recently, the Philadelphia Recreation Council chose him as guest of honor for its annual meeting and presented him with a plaque for this public service. He was also commended for:

Coaching girls' basketball and softball teams in the Park Recreation League.

Transporting youngsters in his station wagon to athletic events.

Organizing bus trips for children to Phillies baseball



games and the circus.

In addition to all that, he's a member of the Bridesburg Civic Association and an elder in the Presbyterian church. And he's active at the Bridesburg Civic Ambulance Corps, for which he has often driven an ambulance and currently is in charge of the hospital beds, crutches and wheel chairs which the Corps lends to families in need.

But most of his free time goes to working with youngsters.

"I have twelve children of my own, so doing things for children just comes naturally," Mr. Stewart explains.

His teams have won seven Park championships. Three of his own daughters—Kathleen, Karen and Patricia—play on his teams.

What does Mr. Stewart get out of it all?

"The pleasure of helping youngsters grow up in the right direction," he explains.

The flying ball hides the face of the coach. Here he is below: Carson Stewart, a Penn Central locomotive fireman and a community "light."



YOU CAN GUARD AGAINST HEART ATTACK

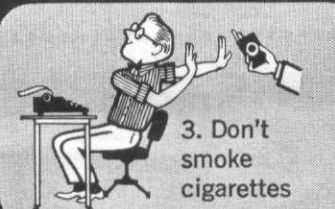
While science is searching for cures, take these precautions and reduce your risks of heart attack:



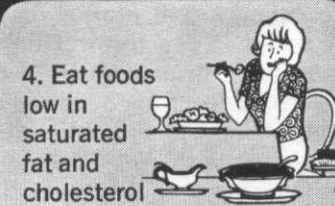
1. See your doctor periodically



2. Control high blood pressure



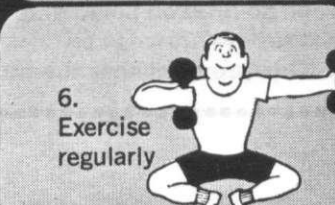
3. Don't smoke cigarettes



4. Eat foods low in saturated fat and cholesterol



5. Avoid overweight



6. Exercise regularly



Operators Betty Campbell, Margie Auriemma, Eula Garvis and Doris Steffe at Union.

ALL GIRL SHOW



Ever see Petticoat Junction on television?

Well, you can see it on the Penn Central, too.

Union Junction Tower at Baltimore, Md., has been operated by four women block operators since 1965.

"But nobody made any fuss about it," said Operator Margie Auriemma, "until that TV show came back on the air last year. After that, everybody began calling our tower Petticoat

Junction."

Miss Auriemma has top seniority among the four operators and works the first trick. Mrs. Elizabeth Campbell handles the second, and Mrs. Eula Garvis the third. Mrs. Doris Steffe is relief operator.

"We get a lot of kidding," said Mrs. Campbell, "but we're used to that. Railroad men are great kidders when they get the chance."

A friendly engineman, H. E. Hobbes, made them an official Petticoat Junction sign.

"But speaking seriously," said Mearl Bees, the Division operator, "these four operators perform their assigned duties efficiently at Union Junction. They are a real railroad team."



Margie Auriemma makes out a report.



Betty Campbell throws switches in tower.

MAN IN TROUBLE

Throw a chain to a drowning man?

Some Penn Central men did and it saved a life.

"I'm sure he would have drowned otherwise," said Agent Glen Sizemore of the Penn Central freight office at Seaford, Del. "I'm proud of the way the men acted."

He was referring to Thomas E. Brown, Seaford tower operator, and a yard switching crew—Engineman Joseph Mitchell, Conductor Les Walker and Brakeman Henry Rash. The combination tower and freight office is about 100 miles south of Wilmington, Del.

No one in the building saw the trespasser on the Railroad's nearby movable bridge over the Nanticoke River. Mr. Sizemore was in the parking area when he saw a splash near the bridge.

A moment later, he saw a man floundering in the water. A strong tide was pulling him under the bridge.

The agent shouted an alarm

and started searching for a rope, pole or anything that could be used to pull him out. All he could find was a 12-foot log chain.

The other Penn Central men were already at the river bank, forming a human chain to try to reach the man, by the time Mr. Sizemore brought the metal chain. They threw one end to the man and he held on long enough to be pulled to shore.

"He was in shock and bleeding from a cut over his ear when we got him out," recalled Operator Brown. "We laid him on the bank and got an ambulance fast."

The trespasser was treated at Nanticoke Memorial Hospital and held for observation.

The bridge is about five feet above the water. The river there is ten to twelve feet deep near the bank and over 25 feet deep in the channel.

"We hope people will get smart and find a safer place to walk," said Mr. Brown.

DOG IN TROUBLE

A dog's best friend just might be Garth Wise.

At least, that appeared to be the opinion of a stray dog that recently got marooned on a rock.

Mr. Wise rescued the dog.

And a news photographer of the Philadelphia Evening Bulletin happened to be on the scene, and produced the dramatic series of photographs at the right.

It all happened during lunch hour at 30th Street Station, Philadelphia. Mr. Wise works there in the Penn Central Purchasing Department. He's supervisor of traffic for company material. He's the man who sees to it that supplies ordered by shops, yards and offices all over the railroad are shipped by the fastest and most efficient means.

Mr. Wise had just picked up a hot dog at a station lunch counter when somebody mentioned that there was a crowd of people outside watching a dog—a cold dog, in this case—stranded on the edge of the nearby Schuylkill River.

Mr. Wise got a rope and went to help.

Leaning over a retaining wall, he fed the animal his hot dog. Then he slipped the rope around the dog's neck, but when he lifted, he found that he was choking the animal excessively.

He tossed the rope aside, leaned a little farther out, and, just on the verge of toppling in, Mr. Wise managed to grab hold of the dog by the nape of the neck.

Then he lifted the animal out.

The grateful dog immediately adopted its rescuer. But Mr. Wise regretfully had to turn it over to the Society for Prevention of Cruelty to Animals.

"I would have kept the dog," he says, "but I already have two."

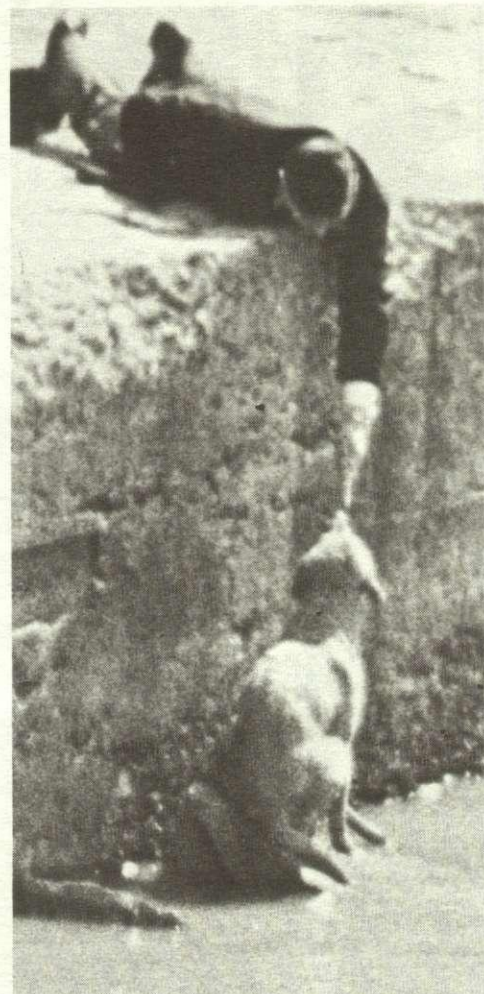
"The Society will hold the dog to see if the owner claims it. If not, the dog will be offered for adoption."

"I hope somebody who can provide a good home will take it. It seemed like a good dog, very friendly, and appeared to have largely a retriever background."

"But a dog doesn't have to have a pedigree to make an ideal pet. It just has to be a friendly pooch, that's all."



Mr. Wise at work. (Photos at right are by The Evening Bulletin, Phila.)



First, Garth Wise feeds the marooned dog.



Then, teetering over the bank, he lifts.



He departs—and finds he has a new friend.

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This poster is part of a series promoting passenger business between cities in the crowded "corridor" between Washington and New York.